City of Arlington
Council Agenda Bill

Item:
WS #5
Attachment
E-3

COUNCIL MEETING DATE:	
April 22, 2019	
SUBJECT:	
AMMIC Subarea Plan PLN#491 – 2019 Docket Item	
ATTACHMENTS:	
Staff Report and Recommendation, Planning Commission Findings of Fact, Ordinance	
DEPARTMENT OF ORIGIN	
Community & Economic Development – Marc Hayes, Director (360) 403-3457	
EXPENDITURES REQUESTED:	-0-
BUDGET CATEGORY:	-0-
BUDGETED AMOUNT:	-0-
LEGAL REVIEW:	
DESCRIPTION:	
The Arlington-Marysville Manufacturing Industrial Center Subarea Plan.	
HISTORY:	
The AMMIC Subarea Plan was adopted by Council in December 2018, but required inclusion into the Comprehensive Plan as a reference document. This is the adopting ordinance to provide for that Comprehensive Plan amendment, allowing for its inclusion. A Public Hearing was held April 16, 2019 at Planning Commission. There was no public opposition of the proposed amendment to the comprehensive plan.	
ALTERNATIVES:	
Remand back to staff.	
RECOMMENDED MOTION:	
Workshop; discussion only. At the May 6, 2019 council meeting, the recommended motion will be, "I move to approve the ordinance adopting the AMMIC Subarea Plan Comprehensive Plan Amendment, and authorize the Mayor to sign the ordinance."	

Community & Economic Development

PLANNING COMMISSION

Bruce Angell, Chair 238 N. Olympic Avenue 360-403-3551

Regarding:

The Arlington-Marysville Manufacturing-Industrial Center Sub-Area Plan. PLN#491

Summary:

This Council approved project has created an additional Sub Area which encompasses Arlington's portion of the Arlington-Marysville Manufacturing Industrial Center. The Subarea Plan will guide future growth and development within the City's portion of the Manufacturing Industrial Center.

Findings:

1. The planning Commission held a series of public meetings in 2018 and another public meeting on March 5, 2019 where the new Subarea was discussed. In addition, an open record public hearing was held on this matter on April 16, 2019.
2. The findings of fact listed in the Planning Commission transmittal to Council dated November 26, 2018 is hereby re-adopted.
3. Specifically, Council is asked to modify Section 1.4 DOCUMENTS ADOPTED BY REFERENCE of the City's Comprehensive Plan to include the Arlington-Marysville Manufacturing-Industrial Sub-Area Plan.

Conclusion and Recommendation:

Based on the foregoing findings and testimony received at the hearing, the Planning Commission herby recommends on a unanimous vote that the City Council approve the inclusion of the Council approved Arlington-Marysville Subarea in the 2015 Arlington Comprehensive Plan, as amended.

Respectfully submitted through the Department of Community and Economic Development to the City Council This Seventeenth day of April 2019 by;

_____

Bruce Angell
Arlington City Planning Commission Chair

Community and Economic Development
Planning Division

18204 59th Avenue NE, Arlington, WA 98223

Planning Commission
STAFF REPORT & RECOMMENDATION

To: Planning Commission
From:

Josh Grandlienard, Planner II
Date: November 20, 2018
Regarding: Arlington-Marysville Manufacturing Industrial Center Subarea Plan

A. INTRODUCTION

The Arlington-Marysville Manufacturing Industrial Center Subarea Plan is a City-initiated project that is an amendment to the City of Arlington Comprehensive Plan. The Plan is submitted under the 2018 Comprehensive Update docket cycle, under provision RCW 39.70A.130(2) which allows for the adoption of Subarea plans outside of the docket period, since the appropriate environmental review has occurred under chapter 43.21C RCW. The Subarea Plan will guide future growth and development within the Manufacturing Industrial Center of the City of Arlington.

B. GENERAL INFORMATION

Applicant: City Of Arlington, 238 N. Olympic Ave., Arlington, WA 98223

Contact Person: Marc Hayes, Community Development Director

Josh Grandlienard, Planner II

Project Description: 2018 Comprehensive Plan Amendment

Acreage: 4,019 acres, 2,291 within the City of Arlington

Requested Action: Make a recommendation of approval to the Arlington City Council

Review Process: See Title 20 – Land Use Code of AMC, Chapter 20.96 Amendments

Exhibits: Draft AMMIC Subarea Plan, PLN #491

C. DETAILED PROJECT INFORMATION

The City of Arlington is requesting Planning Commission recommendation for approval by City Council for the Arlington-Marysville Manufacturing Industrial Center Subarea Plan. The Arlington-Marysville Manufacturing Industrial Center consists of 4,019 acres located in Snohomish County. The AMMIC is located in a low basin, east of Interstate 5 and the Tulalip Reservation. The AMMIC is comprised of parcels within the Cities of Arlington and Marysville.

Arlington: The Arlington portion of the AMMIC includes 2,291 acres. This includes the 1,200-acre City-owned and operated Arlington Municipal Airport. The City of Arlington is requesting that City Council approve the Ordinance to adopt the Subarea plan for the Arlington-Marysville Manufacturing Industrial Center, and amend the 2017 Comprehensive Plan to include the Arlington-Marysville Manufacturing Industrial Center Subarea Plan by reference.

Snohomish County Council adopted policy ED-16 which identifies the Arlington Marysville Manufacturing Industrial Center as a candidate for regional Designation as a Manufacturing Industrial Center. The City of Arlington has established with the City of Marysville an interlocal agreement to submit the application and establish a subarea plan for the Manufacturing Industrial Center. The Arlington-Marysville Manufacturing Industrial Center serves as a major manufacturing and industrial employment center for the region. The Center includes a diverse range of industrial activities that provides employment opportunities for residents in Snohomish County and the region. Puget Sound Regional Council requires a Subarea plan for application of Manufacturing Industrial Center regional designation. Both the City of Arlington and Marysville applied and received funding to create a Subarea Plan through the Community Economic Revitalization Board. The Subarea Plan is a requirement by Puget Sound Regional Council for submittal of application to receive Regional Designation as a Manufacturing Industrial Center.

D. REGULATORY REQUIREMENTS

1. SEPA COMPLIANCE:
   The amendment of a comprehensive plan is subject to provisions of the State Environmental Policy Act (SEPA) and Chapter 20.98 of the Arlington Municipal Code (AMC). The City's SEPA official has determined that the Arlington-Marysville Manufacturing Industrial Center Subarea Plan will not have a probable adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) was not required.
   On October 30, 2018, a Determination of Non-Significance (DNS) was issued for Arlington-Marysville Manufacturing Industrial Center Subarea Plan. Comments were received on the DNS from Community Transit and the Stillaguamish Tribe of Indians. Community Transit's comments were related to their service in the area and the changes will be affective in the final draft of the Subarea Plan. Staff has met with the Stillaguamish Tribe of Indians to address their concerns in the area and will continue to work with the Stillaguamish Tribe through the planned action phase of the plan.

2. PUBLIC NOTIFACTION/INVOLVEMENT
   a. Presentations and/or updates to the Planning Commission occured on October 16, 2018, November 6, 2018, and November 20, 2018.
   b. Two Public open houses were held at Crown Distribution on the following dates, April 4, 2018 and October 16, 2018.

c. The City presented information and advertised the open houses regarding the Arlington-Marysville Manufacturing Industrial Center Subarea Plan in the Everett Herald, and area wide mailing.
d. A Notice of Public Hearing for the December 3, 2018 City Council meeting was posted at the Arlington and Smokey Point Post Offices, The Arlington Library and City Hall. The Notice was also published in the Everett Herald.

3. WASHINGTON STATE DEPARTMENT OF COMMERCE NOTIFICATION
The Arlington-Marysville Manufacturing Industrial Center Subarea Plan Comprehensive Plan Amendment was submitted to the Washington State Department of Commerce (DOC), and the DOC notified the City that it was in procedural compliance with RCW 36.70A.106.

E. BACKGROUND INFORMATION

Staff has reviewed the draft findings during review of the project and finds that the applicant has met the intent of all applicable requirements and standards. The plan supplements the Comprehensive Plan, through planning goal PL-15.55 and allows for the fulfillment of Manufacturing/Industrial Center Designation. The Designation of the Arlington Marysville Manufacturing Industrial Center is consistent with the City of Arlington Comprehensive Plan.

F. ANALYSIS

Staff recommends that the Planning Commission recommend for approval and adoption of AMMIC Resolution No. 2018-007 for City Council, thus fulfilling applications requirements to earn the designation of a Regional Manufacturing/Industrial Center from PSRC. The proposed changes to the Comprehensive Plan adds the Arlington-Marysville Manufacturing Industrial Center Subarea Plan as a document adopted by reference.

G. FINDINGS AND CONCLUSIONS

The Amendment for the Arlington-Marysville Manufacturing Industrial Center Subarea Plan will be adopted through the provision in RCW 36.70A.130(2), and has been addressed by appropriate environmental review under chapter 43.21C RCW.

1. Public meetings were held on April 4, 2018 and October 16, 2018.
2. A Determination of Non-Significance (DNS) for the AMMIC Subarea Plan was issued on October 30, 2018.
3. The draft Arlington-Marysville Manufacturing Industrial Center Subarea Plan was submitted to the DOC in accordance with RCW 36.70A.106 and the submittal met all DOC's procedural requirements.
4. On November 6, 2018, the Planning Commission reviewed a draft of the Arlington-Marysville Manufacturing Industrial Center Subarea Plan at their workshop meeting.
5. The Subarea Plan and Existing Conditions Report were presented at the November 6, 2018 Planning Commission meeting and action to recommend Arlington-Marysville Manufacturing Industrial Center Subarea Plan occurred November 20, 2018.
6. On November 21, 2018, a Notice of Public Hearing for the December 3, 2018 City Council public hearing was posted at Arlington City Hall, Arlington Post Office, Smokey Point Post Office and the Arlington Public Library.
7. The application for PLN#491 has been reviewed for consistency with the Arlington Comprehensive Plan and for internal consistency and the 2018 Comprehensive Plan

amendments are consistent with, and internally consistent with, the Arlington Comprehensive Plan.

8. PLN#491 has been reviewed in accordance with, and is consistent with, the Snohomish County Countywide Planning Policies.

9. The proposed Comprehensive Plan Amendments were prepared in accordance with the Washington State Enabling Legislation (RCW 35A.63) and the Growth Management Act.

10. Documentation supporting the findings of fact is located in the file PLN#491, which is adopted by reference into this approval.

11. Adoption of the proposed Comprehensive Plan Amendments, PLN#491, furthers the public health, safety and general welfare.

H. RECOMMENDATION

Staff recommends that the Arlington Planning Commission make a recommendation to the Arlington City Council to adopt the Arlington-Marysville Manufacturing Industrial Center Subarea Plan, 2018 Comprehensive Plan Amendment, PLN #491.

City of Arlington

ARLINGTON-MARYSVILLE MIC SUBAREA PLAN

JANUARY 2019

BERK

STRATEGY ▪ ANALYSIS ▪ COMMUNICATIONS

ACKNOWLEDGMENTS

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1 INTRODUCTION

This Subarea Plan articulates a vision for the Arlington-Marysville Manufacturing/Industrial Center's (AMMIC) future, as well as goals and policies that provide a roadmap to guide public and private investments. The Subarea Plan reflects city and community aspirations for the center and plans for anticipated growth. It supports business retention and growth, strengthens existing assets, expands transportation choices, and improves environmental conditions.

This Subarea Plan is part of a longer sequence of planning work for the AMMIC. A market study was completed in 2016, and Arlington and Marysville have adopted policies and provisions in their comprehensive plans and infrastructure functional plans (water, sanitary sewer, storm drainage, and transportation) that support planned industrial growth and development in the center. The Subarea Plan is aligned with regional plans and policies such as Snohomish County Countywide Planning Policies, and Puget Sound Regional Council Vision 2040. Building on the foundation provided by these plans and policies, the Subarea Plan identifies goals and policies to provide guidance for future growth and continued economic vitality in the center.

The Plan's growth targets and area boundaries meet PSRC and Snohomish County requirements for MIC jobs and size. The plan is also consistent with guidance provided in PSRC's Regional Center Plans Checklist. The Cities are committed to implementing this Plan, achieving its growth targets, and strengthening the AMMIC's function as a regional employment center.

1.1 THE ARLINGTON-MARYSVILLE MIC

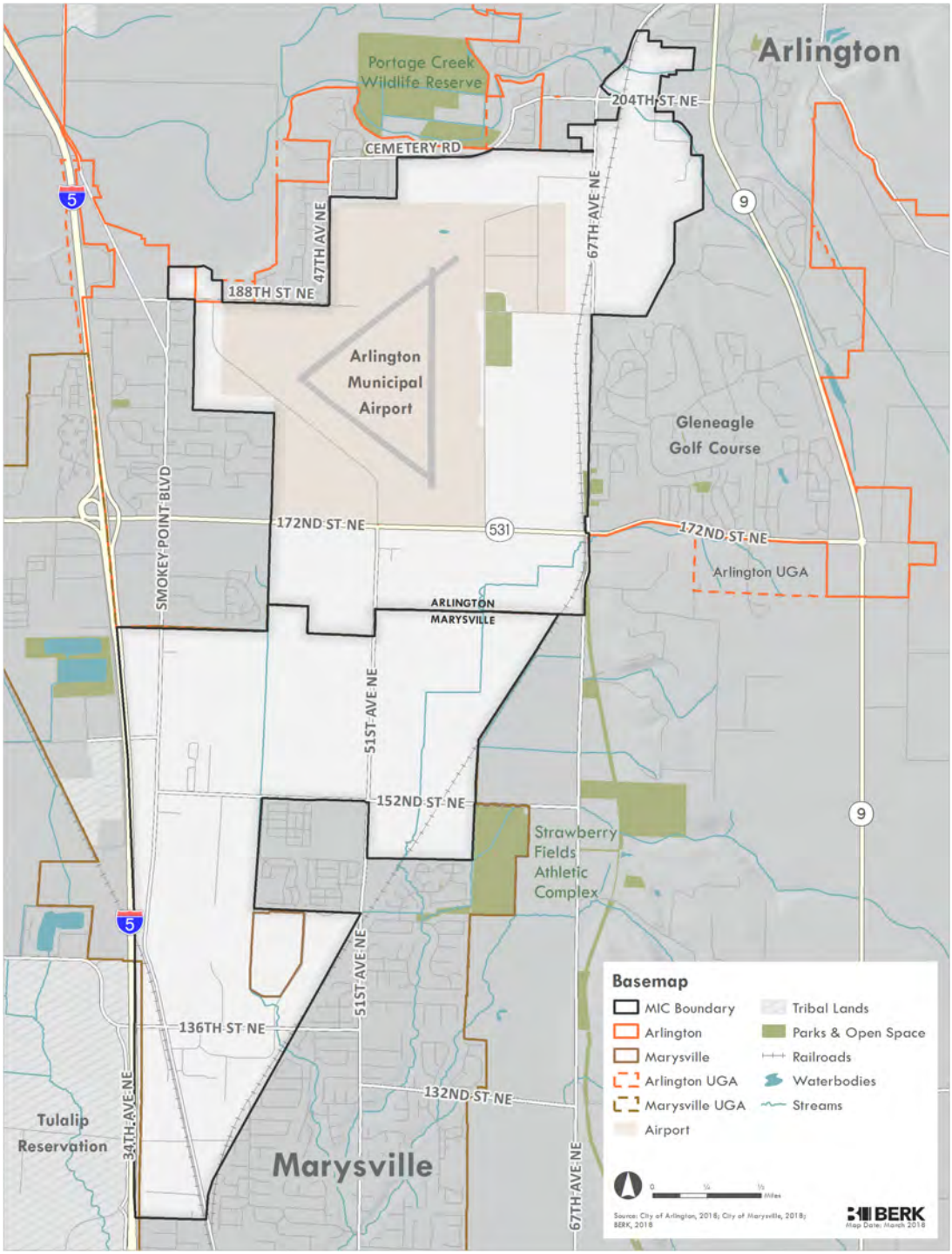
The Arlington-Marysville Manufacturing Industrial Center consists of 4,019 acres located in Snohomish County, east of Interstate 5 and the Tulalip Reservation. The AMMIC is comprised of parcels within the Cities of Arlington and Marysville.

- **Arlington**: The Arlington portion of the AMMIC includes 2,291 acres. This includes the 737-acre City-owned and operated Arlington Municipal Airport (AWO).
- **Marysville**: The Marysville portion of the AMMIC includes 1,728 acres. This includes the City of Marysville's 2007 Smokey Point Master Planning Area of approximately 675 acres.

1.2 PUBLIC OUTREACH & ENGAGEMENT

Public participation is an important aspect of the subarea planning process; feedback informed various stages of Plan development, from visioning, plan alternatives, goals and policies. This Plan's public involvement program was designed to meet the following objectives:

Exhibit 1 Arlington-Marysville MIC, 2018



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

- Learn about community and business needs in the subarea.
- Keep stakeholders informed on the status of the subarea planning process.
- Create a plan that has the support of the community and can guide City actions and private development over the next twenty years.

Starting in April 2018, the Cities reached out to a broad range of stakeholders and invited them to participate in Plan development. Stakeholders included AMMIC businesses and property owners, public entities and agencies, potential developers, residents, and other interested parties. The various outreach efforts are detailed below.

AMMIC Webpage

The Subarea Planning webpage, located at https://www.arlingtonwa.gov/575/Manufacturing-Industrial-Center on the City of Arlington website, provides information on project status, meeting dates, published documents and analysis, contact people, and other key information.

Stakeholder Interviews

In September 2017, the project team conducted eight interviews with individual stakeholders, property owners, and business owners in the MIC. The interviews provided insights into the needs and concerns in the area as well as an opportunity to introduce and connect interviewees to the upcoming planning process. Interviewees included the following:

- Terry Battuello, Port of Everett
- John Case, Case Marine
- Fitz Couhig, Pioneer Nuggets
- Kevin McKay, Senior Aerospace
- Matt Smith, EASC
- Steve Miller, American Distributing
- Linda Neunzig, Agriculture Coordinator, Snohomish County Executive's Office
- Bob Qualick, Universal Aerospace

Online Community Survey

In March 2018, an online survey was distributed to residents in both cities as well as business owners and employees in the MIC. This was a way to both increase awareness of the Subarea Planning process and gather input from people who could not attend in-person meetings. A total of eighty-four respondents provided feedback through the online survey. Their input underscored the needs and concerns raised through interviews.

Vision Public Workshop

More than 80 property owners and community members attended the AMMIC Subarea Plan kickoff workshop on April 4, 2018 to learn about the project and provide input. The consultant team set up project boards including informational and interactive boards to receive public input. The public had opportunities to provide input through three ways:

- An open house where the consultant team was at hand to provide information and answer questions. There were also boards where points of interest or ideas for future improvements could be noted.
- A facilitated large group discussion.
- Three smaller group discussions, which involved a facilitated conversation and mapping activity.

Advisory Committee Meetings

In addition to these engagement activities, the Cities created an advisory group to review technical information, provide input and recommendations, and work collectively to refine components of the Subarea Plan. This group is comprised of senior technical staff from regional agencies, and AMMIC business and property owners. The advisory group met three times over the course of preparation of the Subarea Plan to provide input on substantive aspects of plan development.

Draft Plan Public Workshop

More than 80 property owners and community members attended the AMMIC Subarea Plan workshop on October 17, 2018 to provide input on the draft plan concepts. The consultant team set up project boards including informational and interactive boards to receive public input. The meeting included an open house, presentation, question and answer session and time for one-on-one discussion with City staff and consultants. Attendees were encouraged to provide input related to strengths and weaknesses in the Plan.

Legislative Process

On November 20, 2018 the City of Arlington Planning Commission conducted a public hearing and made their formal recommendation to the City Council.

Residents map out ideas at vision public meeting.

1.3 WHAT WE HEARD

Engagement activities revealed several assets and opportunities in the AMMIC. These identified assets and opportunities summarized below informed the vision, guiding principles, and goals and policies of the Subarea Plan.

Assets

The AMMIC has many assets that are essential to a successful industrial employment center. These include the following:

Sites suitable for modern industry. Many industrial businesses need large, flat sites buffered from non-residential uses. The price of suitable land is also a major driver of industrial activity, since industrial businesses need large amounts of land for outdoor staging and other activities. Given this need, the presence of competitive, affordable sites suitable for modern industry is a key asset of the AMMIC.

Easy access to regional transportation routes. Easy truck and freight access to suppliers and markets are key elements that influence the location preferences of industrial users. AMMIC's proximity to regional transportation corridors such as I-5, SR 9, SR 531, and SR 530 makes it an attractive location for businesses.

ARLINGTON MUNICIPAL AIRPORT

The Arlington Municipal Airport is a regional general aviation facility which started operations in 1935.

It supports a variety of industrial activities that rely on proximity to the airport. These include aircraft and aircraft parts manufacturers, aviation schools, aircraft repair shops, aviation research and testing laboratories, emergency parachute manufacturing, kit plane and sailplane sales and manufacturing, historic and decommissioned aircraft restoration, aircraft upholstery, and aircraft cover manufacturing. The airport is home to corporate jets, decommissioned military jets, vintage aircraft, experimental aircraft, aerobatic aircraft, helicopters, gliders, and ultralights.

Land use compatibility is key aspect of planning around airports. Compatibility regulations balance the need to prohibit uses that may be harmed by proximity to the airport (such as housing and places of public assembly) and to retain and attract uses that benefit from being close to the airport (such as aviation related industrial activities).

Recognized aerospace industry cluster. Snohomish County's Paine Field and concentration of advanced manufacturing businesses support over 200 aerospace companies of all sizes in the county. Given its location in Snohomish County, proximity to Paine Field, existing concentration of aerospace businesses, access to skilled labor, and lower costs, the AMMIC enjoys a comparative advantage in the region for aerospace-related manufacturing and industrial activity. There are competitive advantages and agglomeration benefits from building and strengthening this established industry cluster, both for the cities and the region as a whole.

Presence of Arlington Municipal Airport. The Arlington Municipal Airport is a unique asset to the AMMIC both as a transportation facility and as a land use. As a transportation facility it enables fast delivery of personnel and goods and as a land use it supports and attracts aerospace manufacturing and aviation related activities. Demand for general aviation and small aircraft manufacturing is strong in many regions across the world, but especially in rapidly growing markets in Asia-Pacific. As one of the few general aviation airports in the region, the Arlington Municipal Airport is a unique asset and opportunity for the AMMIC.

Location near affordable workforce housing. Many businesses cited the supply of affordable workforce housing in Arlington and Marysville as a key asset and need. Approximately 45% of AMMIC employees live less than 10 miles of the subarea, reflecting the appeal of the immediate vicinity for employees.

Expansion of Paine Field. Paine Field Airport in Everett is slated to start hosting commercial flights in early 2019. The airport is expected to accommodate up to 2,350 daily passengers and connect to destinations such as Denver, Portland, Phoenix, Las Vegas, and several cities in California. Market interest in industrial land is expected to increase as flights begin to operate and Paine Field offers an alternative to SeaTac Airport.

Opportunities

The subarea planning process provided an opportunity to address the input from the community on ways to ensure the AMMIC develops as a successful industrial employment area. Opportunities for enhanced policy direction include:

Improvements to Infrastructure. As the AMMIC develops, infrastructure will need to be planned, designed, and built to support growth. Investments in infrastructure can attract new development, catalyze growth as well as increase the success of existing businesses located in the area. In this way, investments in infrastructure is an effective economic development strategy.

Improvements to transportation network. Freight and truck travel to and from the AMMIC is facilitated primarily by 172nd Street NE (SR 531), 51st Avenue NE, 67th Avenue NE, and Smokey Point Boulevard. Transportation improvements in and around the AMMIC to increase capacity, reduce conflicts with the railroad, and improve connectivity can increase the attractiveness of the area for industrial businesses. Businesses cited improvements to 172nd Street NE, 156th Street NE, and access to I-5 as high priority needs.

Closing the skills gap. Access to a highly skilled workforce is a key need for many industrial businesses, especially in the manufacturing sector. Filling the gaps in the manufacturing talent pipeline, through partnerships with community colleges, schools or other workforce development strategies will ensure the AMMIC remains an attractive destination for manufacturing jobs.

Strengthening aerospace industry. As reference previously, the aerospace industry is an established sector in Snohomish County and the AMMIC. Several new technologies developing in the region, such as cloud computing, artificial intelligence, composites and advanced manufacturing, can play a part in the future of the sector. The AMMIC is a promising location for development related to aerospace. Building on the AMMIC's strengths, and investing in infrastructure, and workforce training is an opportunity to maintain and leverage this competitive advantage.

Potential to attract businesses that leverage and support existing businesses. Many businesses cited the potential benefits of including businesses that can

TOP CUB IN ARLINGTON

The market for aircraft manufacturing in the Asia-Pacific, especially China, is growing rapidly as general aviation expands as an alternative to ground transportation, especially for shorter trips. Top Cub Aircraft is building a new manufacturing facility at the Arlington Municipal Airport to meet this growth in demand. Top Cub's manufacturing plant will include space for parts inspection, assembling processes, aircraft maintenance, painting and flight testing. The Arlington Municipal Airport was chosen because of its concentration of aircraft manufacturing, aviation tenants and components suppliers.

Source: Douglas Buell, The Marysville Globe

support production activities as part of the AMMIC's industrial ecosystem. Attracting suppliers, life cycle repair and maintenance businesses, and services, especially those that specialize in manufacturing, was cited as a key opportunity.

Potential to enhance the airport. The Arlington Municipal Airport is a unique asset and opportunity for the AMMIC and presents an opportunity for the AMMIC to differentiate itself and support other regional industrial centers.

Potential to attract businesses in desired industry clusters. The planning process led to the development of desired industry clusters for the AMMIC. A brief summary of these clusters and their needs and opportunities are summarized in the table below.

Exhibit 2 Desired Industry Clusters and Needs, 2018

INDUSTRY	REPRESENTATIVE BUSINESSES	REGIONAL FIRMS	TOP SITE CRITERIA	OTHER CONSIDERATIONS
Aerospace	Includes businesses engaged in activities related to commercial/military airplanes, unmanned aerial vehicles/systems, space exploration maintenance, repair & overhaul, aviation biofuel, air travel and cargo.	▪ Zodiac Aerospace ▪ Universal Aerospace ▪ Senior Aerospace	▪ High skilled, specialized workforce ▪ Local and regional truck access ▪ Proximity to suppliers ▪ Proximity to Airport	
Advanced Manufacturing	Includes businesses engaged in activities that depend on the use of information, automation, computation, software, sensing, and networking, and/or makes use of cutting edge materials and emerging capabilities. It involves both new ways to manufacture existing products, and the manufacture of new products emerging from new advanced technologies.	▪ MTorres Innovation Center	▪ High skilled, specialized workforce ▪ Local and regional truck access ▪ Rail access (some users) ▪ Proximity to suppliers	*The aerospace sector supports advanced materials and composites manufacturing. Composites manufacturing needs significant energy but other types of advanced manufacturing may not have this need.*
Food Processing	Includes businesses engaged in activities such as post harvest handling, drying/dehydrating, freezing, co-packing, central distribution/ storage, poultry processing and meat processing.	▪ National Food	▪ Sites larger than 5 acres ▪ Local and regional truck access ▪ Proximity to suppliers ▪ Water and power	
Maritime	Includes businesses engaged in activities such as cargo handling and logistics, commercial fishing and seafood processing, ship and boat building, repair and maintenance, passenger vessel operations, recreational boating and sport fishing, military and federal activities through the U.S. Navy, U.S. Coast Guard and NOAA, marine technology and maritime education and training programs.	▪ Case Marine ▪ Pacific Seafood	▪ Sites larger than 5 acres ▪ Local and regional truck access ▪ High skilled workforce ▪ Proximity to suppliers	
Wood Products & Mass Timber	Includes businesses engaged in furniture, wood products, paper, packaging and forestry, including mass timber manufacturing which uses prefabricated solid engineered wood products made from layers of solid-sawn lumber or structural composite lumber.		▪ Sites larger than 5 acres ▪ Local and regional truck access ▪ Proximity to suppliers and markets ▪ High skilled workforce	*CLT needs supply of timber*

Source: BERK, 2018.

2 VISION & GUIDING PRINCIPLES

1.1 VISION

The Arlington-Marysville Manufacturing Industrial Center serves as a major manufacturing and industrial employment and innovation center for the region. The Center includes a diverse range of industrial activities that provides employment opportunities for residents in Snohomish County and the region. The Center is well connected to regional transportation corridors by highways and rail. The Arlington Municipal Airport is a hub for aviation related activity and a unique asset for Snohomish County and region. Development in the Center maximizes opportunities to increase sustainability, including long-term economic vitality, energy efficiency, greenhouse gas reductions and community health.

The vision statement above describes the future the Cities envision for the AMMIC. This vision is based on input received through the engagement activities listed above as well as the foundation established by planning work completed for the area prior to this Plan. The Subarea Plan lays out goals and policies that will help achieve this vision.

1.2 GUIDING PRINCIPLES

Development of the vision led to several guiding principles that form the framework for goals and policies that follow.

- **Coordinated investments and regional impact.** Coordinated investments within the AMMIC allow it to function as a regional center with a focus on production, especially advanced manufacturing. AMMIC businesses leverage and support manufacturing industrial activity across the region, including activities at Paine Field, Port of Everett and Port of Seattle Tacoma. In addition to Arlington and Marysville, Snohomish County and the central Puget Sound region benefit from development in the AMMIC through its positive impact on regional economic health and competitiveness.
- **Economic diversity.** The presence of a variety of economic activities allows cities and regions to be resilient against changing economic trends and cycles. The AMMIC provides opportunities for a broad range of economic activities and industries. Employment-rich production businesses contribute to job growth in the Center. These include business in advanced manufacturing, aerospace, food processing, mass timber, as well as broader manufacturing activity. AMMIC businesses also engage in repair and distribution to support and leverage manufacturing and industrial activity.

- **Building on and strengthening distinctive competitive advantages.** The AMMIC enjoys a distinct competitive advantage in the region for manufacturing, especially related to aerospace. In addition to a diverse range of firms, the AMMIC builds on this recognized business and industry clusters to leverage its comparative advantage and agglomeration benefits.
- **Economic activity and opportunity.** AMMIC's industrial businesses create jobs that pay good wages and are accessible to people with all levels of education. Partnerships with local community colleges, high schools, as well as other local and regional institutions ensure residents have access to training opportunities and businesses have access to a trained workforce. The presence of affordable housing in both Arlington and Marysville support the local workforce and economy.
- **Accessibility and connectivity.** Planned transportation improvements in and around the AMMIC have increased capacity, reduced conflicts with the railroad, and improved freight connectivity. AMMIC employees can access readily available public transit, including the future SWIFT BRT on Smokey Point Blvd. The Cities of Arlington and Marysville, local businesses and Community Transit, have partnered to provide innovative micro-transit or feeder routes that serve industrial facilities and provide good connections to transit and to park and ride facilities. Nonmotorized facilities within the AMMIC have improved and employees and residents enjoy easy access to the Arlington Airport Trail and the Centennial Trail.
- **High quality design.** Industrial development in the MIC is consistent with design standards to ensure quality development that benefits property owners and the Cities.
- **Sustainability.** Development in the AMMIC is consistent with standards for modern industrial development and environmental requirements. Where feasible, industrial facilities integrate low impact development concepts, including rain gardens, pervious pavements, and green roofs. Industrial development also utilize alternative energy sources such as wind and solar power.

3 SUBAREA PLAN CONCEPTS

1.1 PLANS & POLICIES

The Subarea Plan is aligned with state, regional and City plans, policies and regulations. These include the Washington State Growth Management Act (GMA), Puget Sound Regional Council (PSRC) Vision 2040, Snohomish County Countywide Planning Policies, and the City of Arlington Comprehensive Plan. These plans and policies are described in a detailed policy discussion available in the Existing Conditions Report for the Subarea Plan. The Subarea Plan is consistent with the policy guidance in these plans.

1.2 LAND USE

Development Capacity

In accordance with regional planning policies, the Cities have adopted targets for employment growth for the AMMIC through 2040. These targets are intended to help the cities plan for future growth and ensure development is supported by infrastructure. The combined (Arlington + Marysville) 2040 employment growth target for the AMMIC is 20,000 jobs. PSRC Regional Manufacturing / Industrial Center criteria require a minimum target employment level of 10,000 jobs over a twenty-year time horizon for Industrial Growth Centers and 20,000 jobs over a twenty-year time horizon for Industrial Employment Centers. Given estimated (2016) employment in the AMMIC of 7,597 jobs this means that at least 2, 403 jobs, or approximately 12% of the combined growth target should occur within the Arlington-Marysville MIC in the next twenty years for regional designation as an Industrial Growth Center.

A market analysis commissioned by the cities in 2016 found it plausible that the center would achieve sufficient job growth to meet the target of 20,000 jobs. (Community Attributes Inc, 2016) Estimates ranged from 8,560 jobs in a low growth scenario, 9,759 jobs in a medium growth scenario and 25,000 jobs in a high growth scenario.

Based on data from the 2012 Snohomish County Buildable Lands Report, within the boundaries of the AMMIC, a total of 46% of the land area or 1,762 acres consists of lands with capacity for additional development, including partially-used sites, redevelopable sites, and vacant sites. Given this large supply of redevelopable lands, AMMIC's overall employment targets can be met at relatively modest

employment densities from as low as 5 to about 14 jobs per acre. Employment capacity can increase as the area transitions to more intensive employment over time. Given growing market demand, planned transportation improvements, and the priority that comes with regional MIC designation, it is anticipated that growth in the AMMIC will achieve employment targets and potentially exceed them.

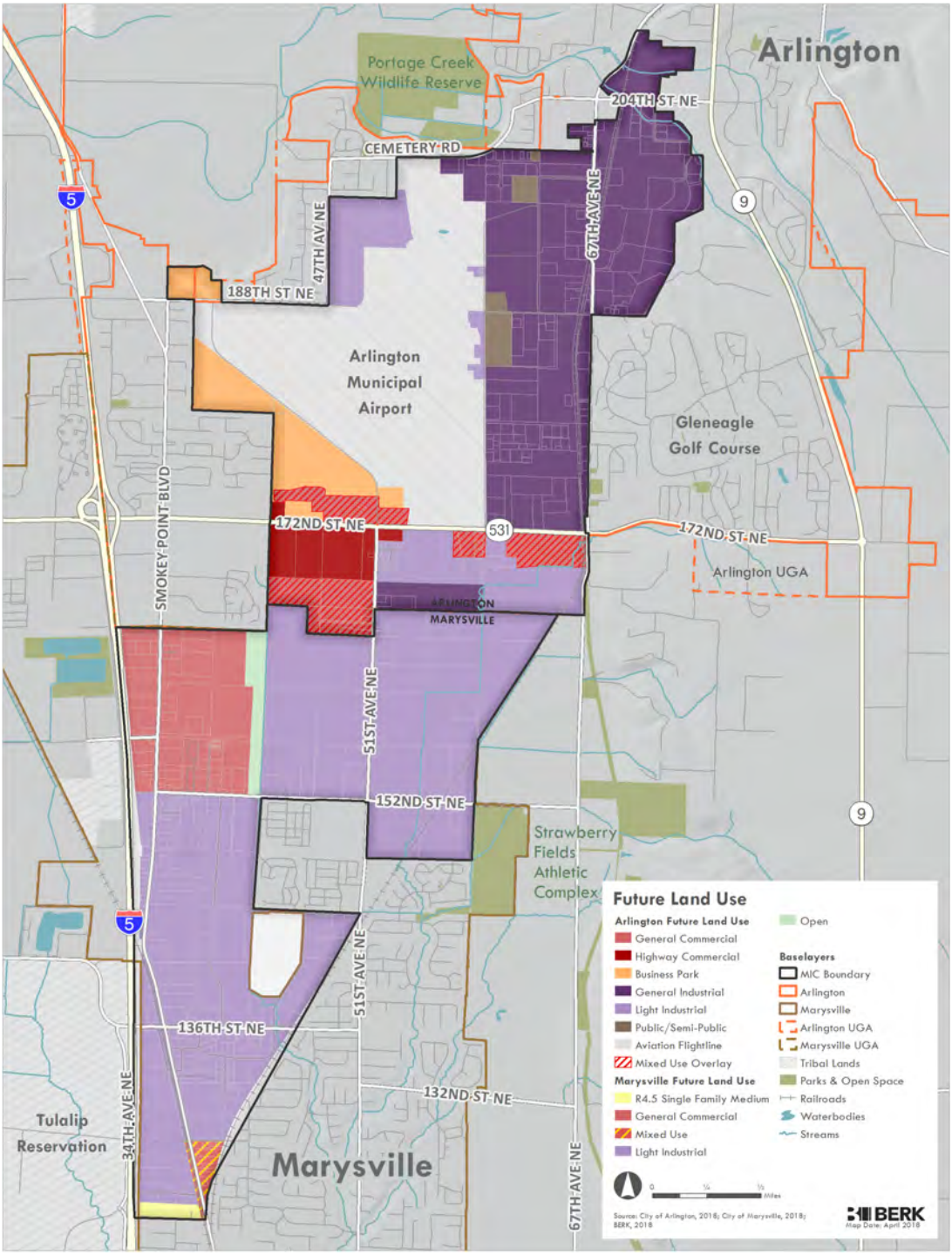
Future Land Use

AMMIC is a designated countywide Manufacturing Industrial Center, a regional planning center classification used by the Puget Sound Regional Council to identify locations of manufacturing, industrial, or advanced technology uses within the region. As a countywide MIC, the AMMIC is recognized in countywide planning policies and in the cities' comprehensive plans. The Arlington Municipal Airport is a unique asset of the AMMIC. The Arlington Comprehensive Plan includes several policies that promote the Airport Business Park and other sites within the AMMIC as locations for future employment growth in manufacturing and industrial sectors. In addition, airport compatibility policies (PL-16.1 and PL-16.16) in the Comprehensive Plan help protect the airport from incompatible land uses.

In the Arlington portion of the AMMIC, 854 acres (37%) to the east and northeast of the Airport are zoned General Industrial. The General Industrial zone accommodates businesses in manufacturing, processing, repair, renovation, painting, cleaning, or assembling of goods, merchandise, or equipment. The Arlington Airport is zoned Aviation Flightline for airport operations and uses related to aviation operations. Almost 236 acres (10%) north of the Airport is zoned for Light Industrial for uses with fewer impacts than the uses allowed under the General Industrial category. The Arlington Airport's Business Park zone comprises 166 acres (7%) and allows office, hi-tech, research and development and related uses in a master-planned setting. A small amount of land, roughly 89 acres (4%) near 172nd Street is zoned Highway Commercial.

In addition to the base zoning, close to 94% of the land within the AMMIC lies within a special zoning overlay called the Arlington Airport Protection District (APD). The APD regulations are required by the state and are intended to discourage siting of incompatible land uses and densities adjacent to general aviation airports to reduce hazards to lives and properties and ensure a safe flying environment. The APD overlay consists of four subdistricts (A, B, C and D) that modify the allowable density and land uses of underlying zoning districts. More detailed information on the location and constraints under the zoning overlay can be found in the 2016 market study report available on the City website.

Exhibit 3 Arlington-Marysville MIC Future Land Use, 2018



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

1.3 FRAMEWORK PLAN

The Subarea Plan Framework Plan reflects concepts around the desired future land use mix as well as urban design ideas that influence the physical development of the MIC into the future. The Framework Plan's land use concepts and urban design elements are intended to improve the attractiveness of the MIC for new job-rich development and foster a vibrant center for the cities and the region. The concepts of the framework plan are intended to guide changes over the long and short term. These concepts are illustrated in the Framework Map and the Conceptual Site Design on the following pages and summarized as goals and polices in the next section of this Plan.

The Framework Plan summarizes proposed improvements that help fulfill the major goals for the AMMIC. Transportation improvements within the next 10 years (highlighted in blue) will quickly improve mobility within the center. Longer term street improvements (dashed blue) would fill out many of the desired connections and enhance mobility for all users. Buildings, as they (re)develop over time, will also add to the character areas by following new design guidelines.

The concepts synthesized in the Vision Framework Plan are:

Opportunity sites. Development would be encouraged throughout the subarea. The Opportunity Sites, which include parcels that are vacant or underdeveloped or larger properties which need more infrastructure to be redeveloped. Shovel ready sites represent sites that have infrastructure in place today and are ready for development.

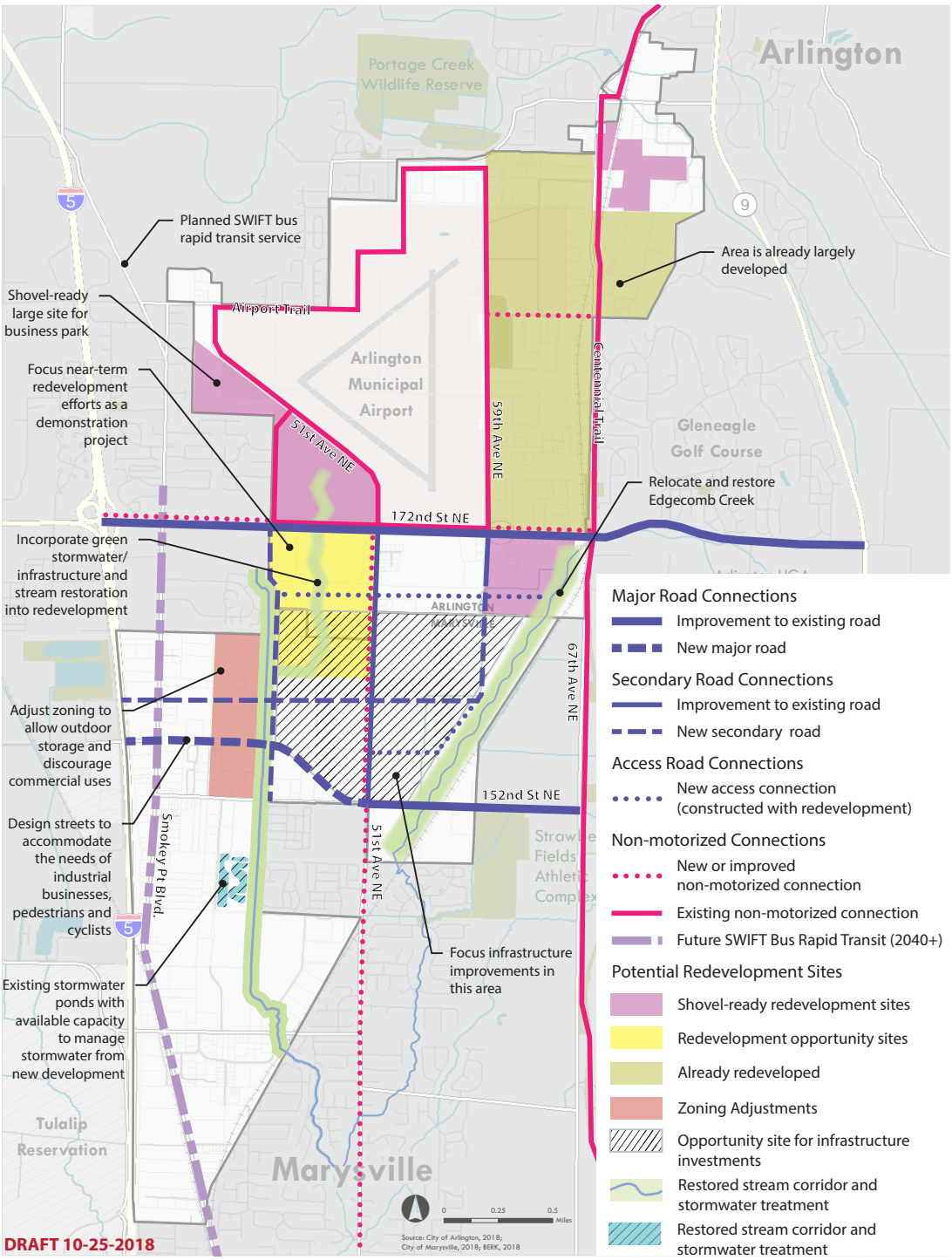
Desired industry clusters. The Subarea Plan envisions the AMMIC as the location for the following industry clusters:

- Aerospace
- Advanced Manufacturing
- Food Processing
- Maritime
- Wood Products and Mass Timber

A connected street network. The Subarea Plan envisages a hierarchy of streets and a complete and connected street network. Streets hierarchy classifies streets as major, secondary and local access roads. The Plan envisions both improvements to existing streets and the addition of new streets to create a more connected street network. Improvements are also envisioned to include the addition of pedestrian and bicycle infrastructure along key streets to enhance mobility for people without impacting industrial businesses.

Continuous trail system. In addition to these street enhancements, the Subarea Plan envisions the construction of new non-motorized connections that link existing trails. These connections are

Exhibit 4 Arlington-Marysville MIC Framework Plan, 2018



Source: City of Arlington, 2018; City of Marysville, 2018; BERK, 2018.

The Framework Plan above is a graphic depiction of one option. There are other options which may come out of working with property owners. Any area wide master plan to address environmental solutions would require the cooperation and approval of property owners to explore and implement.

envisioned to expand transportation options, incorporate green stormwater management features, and include street trees and landscaping that enhance the public realm, providing environmental benefits.

Green infrastructure systems. In addition to expanded non-motorized transportation options, the Plan envisions the integration of green infrastructure elements into new industrial development sites. These elements will help manage stormwater, promote ecological connectivity throughout the MIC and provide an amenity for employees.

Edgecomb Creek Realignment. Within the study area, Edgecomb Creek straddles the cities of Marysville and Arlington. Edgecomb Creek originates in the hills east of the study area, flowing west and then south through the AMMIC before draining into the middle fork of Quilceda Creek. Within the AMMIC Edgecomb Creek has been highly channelized for rail and agriculture. There is a narrow riparian buffer along the creek, but most of the land surrounding the creek has been converted to agricultural uses. This Plan envisions the potential relocation of the creek from its current alignment into a more natural channel with a riparian corridor that would provide better fish and wildlife habitat. The conceptual channel alignment would include:

- a low-flow channel for year-round stream flow
- a high-flow channel to convey flood flows, to address flooding issues in the basin
- instream large woody debris for habitat
- 100- to 150-foot buffers on either side of the creek along the entire length of the project
- native vegetation planting in the channel and buffer
- off-channel reading habitat
- connection to hillside streams north of 172nd Street NE

Creek restoration would also provide an opportunity to integrate habitat enhancement with stormwater management.

Exhibit 5 Arlington-Marysville Conceptual Site Design, 2018

Manufacture
Office
Paved Work Space/ Storage Space
Parking Lot
Lawn/Pedestrian Area
Natural Area
Stormwater/Wetland
Tree

N 0 200 400 600 800'

Source: Makers Architecture, 2018.

4 GOALS & POLICIES

The section below includes goals and policies for the following topics: land use, urban design, transportation, natural environment, climate change, economic development, and public facilities and infrastructure. The subsequent section describes short and longer-term actions to implement the Plan.

1.1 LAND USE & URBAN DESIGN

Context

Industrial uses dominate the AMMIC. Many manufacturing, processing and fabrication firms, especially related to aerospace, are located east and northeast of the Arlington Municipal Airport, as well as along Smokey Point Boulevard. Warehousing, Transportation, and Utilities firms cluster around the airport and major arterials. The majority of commercial, office, and business park development is located south and west of the airport and concentrated along 172nd Street NE (SR 531), near the Interstate 5 interchange.

The publicly-owned Arlington Municipal Airport is a significant use in the AMMIC. The airport presently consists of approximately 1,189 acres and includes industrial, commercial, and public land uses, in addition to aviation operational areas.

The Arlington Comprehensive Plan Future Land Use Designation and Zoning authorize industrial uses. Considering current zoning and vacant and redevelopable land, there is a large capacity for new industrial employment uses within the overall MIC. Within Arlington, there are several shovel-ready industrial sites, as well as opportunities for infill industrial development.

Goals & Policies

AMMIC-LU-1: The AMMIC maintains a sufficient amount of industrial land to support a high ratio of jobs to households.

AMMIC-LU-1.1: Ensure that at least 80% of the property within the AMMIC is planned and zoned for industrial and manufacturing uses to encourage the concentration of industrial uses within the center.

AMMIC-LU-1.2: Allow compatible non-industrial uses, especially services that support industrial businesses and employees, and condition them to mitigate for potential conflicts with current and future industrial uses.

AMMIC-LU-1.3: Continue to restrict land uses incompatible with industrial uses, such as large retail use, high concentrations of housing, and unrelated office use.

AMMIC-LU-1.4: Incorporate open space and recreation opportunities such as parks and non-motorized trails in industrial areas and ensure that they do not adversely impact industrial operations.

AMMIC-LU-1.5: Ensure that the amount of land zoned for business and industrial use is adequate to meet 20-year employment forecast within the planning area boundaries.

AMMIC-LU-1.6: Attract development that has employment densities sufficient to accommodate the 20-year growth projection of 20,000 jobs by 2040.

AMMIC-LU-2: The Arlington Municipal Airport continues to be a hub for aerospace and aviation activity.

AMMIC-LU-2.1: Support the growth of the Arlington Municipal Airport as a general aviation and corporate aircraft asset.

AMMIC-LU-2.2: Locate compatible industrial land uses in the vicinity of Arlington Airport in order to take advantage of existing and anticipated transportation systems.

AMMIC-LU-2.3: Provide a supportive business environment for start-up, light manufacturing and assembly businesses in the airport/industrial area.

AMMIC-LU-3: Future development in the Arlington portion of the AMMIC complements the existing character and development pattern of Arlington.

AMMIC-LU-3.1: Encourage high-quality, aesthetically pleasing industrial development in the Arlington portion of the AMMIC through the development of design guidelines for industrial areas.

AMMIC-LU-3.2: Develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the Arlington portion of the AMMIC are buffered from adjacent or abutting residential uses.

AMMIC-LU-3.3: Establish landscaping and site development standards to regulate site development in industrial areas .

AMMIC-LU-3.4: Allow outdoor storage only as accessory to a principal industrial use.

AMMIC-LU-4: Adjacent and abutting residential properties in Arlington are not adversely impacted by development in the MIC.

AMMIC-LU-4.1: Additional setbacks should be required for industrial buildings and uses that are adjacent to or abut non-industrial zoned land in order to minimize impacts. Vegetated Low Impact Development (LID) facilities may be located within these setbacks.

AMMIC-LU-4.2: Require full screen landscape buffers or other approved landscape treatment (which may consist of vegetated LID facilities) along industrial zoned property and non-industrial zoned properties.

AMMIC-LU-4.3: Outdoor storage areas should be screened from public rights-of-way through use of both fencing and native vegetation.

AMMIC-LU-4.4: Landscape buffers or other landscape features such as restored creek corridors or approved street tree and planter strip plantings should be installed and maintained along property lines adjacent to rights-of-way.

AMMIC-LU-4.5: Landscape buffers should include the use or retention of native vegetation adequate to serve as visual screens between rights-of-way and industrial uses. Landscape buffers may also consist of vegetated LID facilities.

AMMIC-LU-5: The AMMIC is consistent with regional planning policies.

AMMIC-LU-5.1: Ensure that the AMMIC is consistent with the goals and expectations established in the PSRC's VISION 2040 and multi-county planning policies and the criteria for designated Manufacturing/Industrial Centers.

AMMIC-LU-5.2: Ensure the boundaries of the AMMIC are within Arlington's and Marysville's respective Urban Growth Boundaries.

AMMIC-LU-6: Development in the AMMIC is attractive as well as efficient, exhibiting high quality architectural and landscape design.

AMMIC-LU-6.1: Adopt MIC specific design standards and guidelines that address site development, including the location and orientation of buildings, parking and service/storage areas, landscaping, parking area design, screening of unsightly areas, lighting, circulation, landscape planting and incorporation of natural features.

AMMIC-LU-6.2: Adopt MIC specific architectural design standards for new and remodeled buildings that address design issues such as building materials, entries, windows, and other features.

AMMIC-LU-7: Site development in the AMMIC incorporates natural features, open spaces, stormwater drainage facilities and, where applicable, restored stream corridors as landscape and amenity features and incorporate these natural systems as part of the MIC's design identity.

AMMIC-LU-7.1: Adopt MIC specific site development standards that call for the maintenance, enhancement or restoration of stream corridors, wetlands and aquatic features and their use as a site amenity.

AMMIC-LU-7.2: Adopt MIC specific standards to ensure that storm water features such as detention ponds are attractive and maximize opportunities to increase natural ecological functions.

AMMIC-LU-7.3: Take all opportunities to incorporate natural features to enhance and unify the MIC's physical identity.

AMMIC-LU-8: Roadways, walkways, trails and other public circulation features accommodate all appropriate transportation modes and are attractively landscaped in a way that reinforces the AMMIC's identity and design character.

AMMIC-LU-8.1: Adopt MIC specific roadway standards for the MIC that provides efficient circulation for all motorized and non-motorized modes.

AMMIC-LU-8.2: Adopt or amend streetscape standards that produce attractive, well landscaped streets and add a sense of unity to the MIC.

AMMIC-LU-8.3: Enhance the MIC's identity by Incorporating signage or other gateway improvements at key locations.

1.2 TRANSPORTATION

Context

The transportation system is critical to the vitality of the AMMIC to support both freight transport and connect workers to their place of employment. The main mode of travel for AMMIC workers has generally been single occupant vehicles (SOV) given the lack of pedestrian and bicycle facilities, limited transit connectivity, and typical around-the-clock shift schedules of the industry. Improving multimodal access to the AMMIC will allow for growth in jobs while reducing the need to increase capacity to serve vehicle transport.

Freight and auto travel to and from the AMMIC is facilitated primarily by 172nd Street NE (SR 531), 51st Avenue NE, 67th Avenue NE and Smokey Point Boulevard. The area currently has limited connectivity and the operations of the transportation system are impacted by conflicts between rail, vehicular, and non-motorized traffic due to at-grade crossings. Planned transportation improvements in and around the AMMIC will increase capacity, reduce conflicts with the railroad, and improve connectivity. Key improvements include widening of 172nd Street NE between 43rd and 67th Avenues and the new I-5/156th Street NE interchange and extension of 156th Street NE.

Approximately 45% of AMMIC employees live within less than 10 miles of the subarea and approximately 30% live within approximately 25 miles of the subarea; the other 25% live further than 25 miles from the subarea. Employees living proximate to the AMMIC makes non-motorized and transit modes viable alternatives. Key bicycle routes include the Airport and Centennial Trails, which are not connected to each other and the Centennial Trail does not connect directly to the AMMIC. There are opportunities to connect these trails and improve the non-motorized facilities within the AMMIC as existing and new roadway improvements are completed. Planned improvements will include bicycle and pedestrian facilities with improvements to existing and new roads.

In addition, transit service to the AMMIC area is currently limited. Community Transit has two bus routes 201/202 which go north and south serving Marysville / Arlington and the AMMIC. Route 201 is on Smokey Point Blvd / SR529 on the western side of the MIC and has service every 15 minutes. Route 202 goes east from State Ave and north on Shoultes Road, north on 51st Ave NE and onto 152nd St NE within the AMMIC to Smokey Point Blvd to the Arlington park and ride lot. This service is every 15 minutes. The routes come from the Lynnwood Park and Ride through Everett and enters Marysville on the south coming up SR529. There is a SWIFT Bus Rapid Transit service planned by Community Transit where Route 201 currently serves with projected service every 8 to 10 minutes. A planning study is being done by the City of Marysville in cooperation with Community Transit to plan the station locations for this SWIFT BRT route in anticipation of the funding of this new BRT route through Marysville from Everett Station where there is the planned regional light rail and current Sounder northern terminus.

Strategies will need to be explored to help reduce reliance on single occupant vehicles (SOV). Improvements may consider additional or improved services such as bus rapid transit and connectivity to park and ride facilities. Potential vanpooling and transit connections from Island and Skagit counties can increase the ability of employees to access the AMMIC using transit. Currently Island Transit Route 412 and Skagit Transit Route 90X pass by on I-5 enroute to Everett. Both could potentially stop in Smokey Point, connecting AMMIC with Stanwood and Skagit County. With frequent bus service on Smokey Point Boulevard (future Swift and current 201/202 route), employers can encourage transit use with programs such as subsidized bus passes, a "guaranteed ride home" provision, and access to lockers and showers.

Emerging transportation trends may change how people and goods travel and the transportation systems operate. Transportation-related technology has advanced rapidly over the past decade and will continue to accelerate and create major shifts in transportation within the AMMIC and the region as a whole. Technology-related trends that could impact the transportation system include:

- **Autonomous Vehicles (AVs).** There is a great deal of uncertainty for communities planning for AVs. Over the next 15 years, a portion of the vehicles on the street and highway system could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies are likely within the AMMIC 20-year planning horizon. Some of the ramification of these technologies that should be considered are an increase in capacity of streets and highways with AVs able to space closer, changes to how freight is transported and reduction in cost of operating transit.
- **Parking Demand Shifts.** As on-demand and shared ride services change how people travel, the need for off-street parking at places of employment could decrease but the demand for curbside areas set aside for loading/unloading activities could increase.
- **Connected Vehicles.** This technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. Cities might look ahead to providing infrastructure as efficient reference points such as light poles to allow for vehicle-to-infrastructure communication.

It remains unclear whether these new technologies (or others) will be implemented by agencies, vehicle manufactures and related industries. The shifts may be relatively quick (within a decade) or take much longer to develop. Agencies can play a major role in how connected vehicle infrastructure gets implemented, which can lead to better traffic management. Future development planning can consider the potential decrease in off-street parking needs with increase in on-demand services and AV and how this parking could be repurposed and/or how curb space is managed.

Goals & Policies

AMMIC-T-1: Development of the AMMIC supports the movement of goods, is compatible with adjacent neighborhoods and promotes a multi-modal transportation network.

AMMIC-T-1.1: The City should identify and implement short-term and long-range infrastructure improvements that support existing infrastructure and help stimulate the development of new manufacturing and industrial uses in the AMMIC.

AMMIC-T-1.2: The City should work collaboratively with the City of Marysville to develop a seamless and compatible road network in order to efficiently move goods and services within and outside the AMMIC.

AMMIC-T-1.3: Develop street designs that incorporate low-impact development standards where feasible which reduce surface water and enhance aesthetics of the area.

AMMIC-T-1.4: A non-motorized network should be developed throughout the area that allows pedestrians and cyclists to safely access places of employment.

AMMIC-T-1.5: Landscaping along roadways and between properties that are adjacent to neighborhoods should be required to reduce noise and visual impacts.

AMMIC-T-1.6: The City should utilize available State and federal transportation infrastructure funding in the AMMIC once regional designation is obtained from PSRC.

AMMIC-T-1.7: Roadway designs within the AMMIC should be sensitive to the needs and movement of large trucks that will frequent the AMMIC, including the installation of cueing areas for trucks delivering/receiving goods.

AMMIC-T-1.8: The City should encourage existing and new businesses to utilize the BNSF railroad spur as useful resource to move goods and services within and outside the AMMIC.

AMMIC-T-2: Transportation strategies encourage the use of pedestrian, bicycle, and mass transit facilities that lead to savings of nonrenewable energy sources.

AMMIC-T-2.1: Provide for safe and efficient movement of bicycles and pedestrians along streets and highways by constructing sidewalks and other footpath systems as well as bicycle paths.

AMMIC-T-2.2: Encourage the use of bicycles as a transportation alternative by providing bicycle lanes or shared use paths on arterial and collector streets.

FIRST-AND-LAST MILE

First-and-last mile connections address the beginning and end of a trip primarily made by public transit. It may be difficult to access transit from an origin or destination if there are barriers or the distance is more than a typical walking distance (i.e., approximately ¼-mile). Addressing the connections to and from transit origins and destinations with removal of barriers or increased connectivity for walking, providing or improving bicycle facilities and/or options such as rideshares increases access to transit and makes this mode more attractive and/or competitive with other options.

AMMIC-T-2.3: Coordinate bicycle/pedestrian facility improvements, including the Centennial and Airport Trails, with neighboring jurisdictions to connect routes where possible.

AMMIC-T-2.4: Require new construction to include the construction of sidewalks, bicycle storage/parking facilities, and access to mass transit where possible and in proportion to the need generated by the proposal.

AMMIC-T-3: The AMMIC includes safe and efficient multimodal access and connectivity.

AMMIC-T-3.1: Balance the needs of pedestrians, bicycles, transit, autos, and trucks on the AMMIC transportation system by improving streets according to modal priorities.

AMMIC-T-3.2: Design non-motorized facilities within the AMMIC in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.

AMMIC-T-3.3: Ensure safe and comfortable pedestrian connectivity to transit stops in the AMMIC. Provide first-and-last mile connections to transit and destinations within the AMMIC.

AMMIC-T-3.4: Enforce regulations so that, outside of designated routes, trucks do not utilize City streets, except for local deliveries and services.

AMMIC-T-3.5: Enhance safety and operations of rail service (freight and passenger) through grade separation of roadways or improving at-grade crossings.

AMMIC-T-4: An optimized transportation system which uses intelligent transportation system (ITS) technologies reduce the need for physical widening to increase capacity.

AMMIC-T-4.1: Move traffic efficiently through use of signal coordination and synchronization, speed reduction, access management, channelization improvements, multimodal design features, and other systems to ease flow.

AMMIC-T-4.2: Implement infrastructure to support vehicle-to-infrastructure communication that can lead to better traffic management.

AMMIC-T-4.3: Integrate with fleet management systems to enhance freight movement to and within the AMMIC.

AMMIC-T-4.4: Coordinate with the freight industry and promote sharing traffic flow conditions or other information allowing for informed decision-making in freight movement.

AMMIC-T-5: Provide good freight connections to and from the AMMIC and the region.

AMMIC-T-5.1: Ensure efficient and safe access throughout the AMMIC to I-5, which provides the main freight corridor to the region.

AMMIC-T-5.2: Encourage access to the BNSF rail line as an efficient way to move goods throughout the region.

AMMIC-T-6: The freight transportation system is enhanced by considering the operation of trucking and rail terminals in developing and planning the transportation infrastructure.

AMMIC-T-6.1: Identify and address areas within the AMMIC or connecting corridors where efficient truck access and circulation is hindered by infrastructure gaps and inadequate design. Ensure future transportation improvements address the needs of large trucks, including (but not limited to) turn lanes, intersection turning radii, driveway design, street weight load capacity, acceleration lanes and climbing lanes.

AMMIC-T-6.2: Support priority funding for strategic transportation investments that improve freight mobility within and to the AMMIC. Develop a permit program, improvement district, or other revenue source to ensure ongoing maintenance and repair of infrastructure impacted by commercial freight and related businesses.

AMMIC-T-6.3: Promote public-private partnerships to address the need for improved parking, staging and related services for large trucks in or adjacent to the AMMIC.

AMMIC-T-7: Promote Arlington Airport as an asset within the AMMIC.

AMMIC-T-7.1: Encourage the use and growth of the Arlington Airport by ensuring easy access to the Airport via City streets by both automobiles and trucks.

AMMIC-T-7.2: Provide non-motorized and transit connections to the Airport to allow for access via alternative modes.

AMMIC-T-8: An integrated system of public transportation alternatives and demand management programs provide mobility alternatives, reduce single occupant vehicles and expand the general capacity of arterials and collector streets in the AMMIC.

AMMIC-T-8.1: Continue to coordinate with all agencies and neighboring jurisdictions involved with public transportation, whether they be bus, HOV lanes, light rail, heavy rail, ride sharing, vanpooling, or other forms, to identify what is of best use to the AMMIC and participate in those ventures and proposals which are of general and/or specific benefit to the AMMIC.

AMMIC-T-8.2: Continue to work with Community Transit to support and enhance a multimodal transportation system including future bus rapid transit (BRT) by ensuring that the AMMIC transportation plans and facilities are consistent with public transit plans and programs.

AMMIC-T-8.3: Collaborate with Community Transit to expand and enhance bus transit service between the AMMIC and local and regional areas of high density residential development.

AMMIC-T-8.4: Encourage developers to consider public transportation in transportation plans submitted as part of development permit approval consideration. New developments should encourage van and carpooling, public transit use, and other alternatives to reduce single-occupancy vehicular travel.

AMMIC-T-8.5: Support construction of improved first-and-last mile connections with local and regional transit service. Work to provide transit stops and shelters along arterials and/or facilitate vanshare activities through curb space management on-street or within off-street parking within the AMMIC.

AMMIC-T-8.6: Work to provide bike lockers and facilities at key transit connections.

AMMIC-T-8.7: Support and coordinate with Community Transit and WSDOT on the development of an expanded regional park-and-ride system to support use of alternative transportation modes in the AMMIC. Seek to provide tax credits or other incentives for allowing public parking on private property.

AMMIC-T-8.8: Promote programs that reduce travel demands on the transportation system through the following strategies:

- Encourage the use of HOV programs—buses, carpools, and vanpools—through both private programs and under the direction of Community Transit;
- Promote flexible work schedules allowing the use of transit, carpools, or vanpools;
- Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to telework part or full time;
- Encourage major employers to develop carpools, commuter routes, and provide company incentives if carpools are used;
- Encourage employers to provide transportation demand management (TDM) measures in the work place through such programs as preferential parking for HOVs, improved access for transit vehicles, and employee incentives for using HOVs;
- Develop commute trip mode split goals for the site and conduct regular surveys to monitor progress; and
- Implement the provisions of the State Commute Trip Reduction Act.

1.3 NATURAL ENVIRONMENT

Context

Critical areas are protected under Washington State's Growth Management Act (GMA) to preserve the natural environment and protect the public's health and safety. The City of Arlington documents two types of critical areas within the AMMIC: wetlands and fish and wildlife habitat conservation areas (FWHCAs). Several streams and ditches in the study area constitute FWHCAs that provide habitat for federal and state listed fish species. None of the wetlands in the AMMIC are designated as FWHCAs. There are four creeks that flow through the AMMIC: Edgecomb Creek (also referred to as the Middle Fork of Quilceda Creek), Westphal Creek, Hayho Creek, and Portage Creek. More detailed information is available in the Existing Conditions report for this Subarea Plan.

As new development occurs in the AMMIC, the Subarea Plan envisions the integration of green infrastructure elements into development sites, the protection of critical habitat areas and the preservation, restoration and enhancement of wetlands, streams and buffers. The Plan also envisions the realignment of Edgecomb Creek to provide better fish and wildlife habitat.

Goals & Policies

AMMIC-NE-1: Development in the AMMIC integrates natural features, open spaces, stormwater drainage facilities and, where applicable, restored stream corridors as landscape and amenity features and incorporates these natural systems as part of the MIC's design identity.

AMMIC-NE-1.1: Adopt MIC specific site development standards that call for the maintenance, enhancement or restoration of stream corridors, wetlands and aquatic features and their use as a site amenity.

AMMIC-NE-1.2: Define corridors for stream and wetland enhancement and restoration across the landscape of the MIC so these efforts result in functionally connected environmental resources.

AMMIC-NE-1.3: Work with the City of Marysville to relocate Edgecomb Creek from its current alignment to a more natural channel with a riparian corridor that provides better fish and wildlife habitat.

AMMIC-NE-1.4: Adopt MIC specific standards to ensure that stormwater features such as detention ponds are attractive and maximize opportunities to increase natural ecological functions.

AMMIC-NE-1.5: Take all opportunities to incorporate natural features to enhance and unify the MIC's physical identity.

AMMIC-NE-2: Environmental stewardship is integrated into the landscape of the AMMIC.

AMMIC-NE-2.1: Protect wetlands in accordance with the Cities' critical area regulations.

AMMIC-NE-2.2: Encourage low intensity industrial developments adjacent to wetlands, creek corridors, or steep slopes to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas.

AMMIC-NE-2.3: Promote energy efficient buildings and fixtures, and incentivize the use of alternative energy sources such as solar and wind.

AMMIC-NE-2.4: Update Natural Environment goals and policies to respond to changes in technology, best management practices, and building techniques.

AMMIC-NE-3: The AMMIC is a healthy, clean industrial district through adherence to environmental standards.

AMMIC-NE-3.1: Ensure development in the AMMIC meets the following standards:: Pollutants should be managed through site design engineering and source control. Site disturbance and soil compaction should be minimized during construction. Implement source control best management practices (BMPs) to prevent soil and stormwater runoff contamination from operation and storage of heavy equipment.

1.4 ECONOMIC DEVELOPMENT

Context

The AMMIC currently includes a total of 7,597 jobs (2016). Industrial sectors (manufacturing, construction, warehousing, transportation, and utilities) account for close to 80% of the total employment in the center. The Subarea Plan recognizes AMMIC's strengths in the aerospace cluster, especially in the Arlington portion of the center, given the presence of the airport and existing businesses. Plan policies and goals are intended to retain and grow this existing strength and attract new industry clusters in desired sectors such as Food Processing, Maritime and Wood Products and Mass Timber Production. Many of these industries can be attracted to the area through appropriate investments in infrastructure, and workforce development, as well as appropriate zoning and design standards to ensure industrial uses continue to be viable. Quality of life considerations, such as access to affordable workforce housing, to parks, public safety and transportation are an import element of economic development. This is especially true for the AMMIC since many businesses choose to locate in the center to take advantage of the affordable housing and quality of life in Arlington and Marysville. In addition, economic development efforts should also address the role of the AMMIC within the regional industrial ecosystem and its potential to complement the region's other industrial centers.

WORKFORCE SUPPORTS

Businesses in the AMMIC and residents in Arlington and Marysville enjoy access to a comprehensive aerospace and advanced manufacturing industry training and research cluster at Paine Field-Snohomish County Airport, and in local and regional colleges and universities. Some examples of training resources focused on Aerospace and Advanced Manufacturing include:

- Center of Excellence for Aerospace and Advanced Manufacturing.
- Washington Aerospace Technical Training and Research Center
- Aerospace Joint Apprenticeship Committee (AJAC):
- Everett Community College – Advanced Manufacturing Group.
- Edmonds Community College – Aerospace and Advanced Manufacturing Programs:
- National Resource Center for Materials Technology Education (MatEd)
- Embry-Riddle Aeronautical University: Embry-Riddle Aeronautical University's Everett Campus.
- Sno-Isle TECH Skills Center

Goals & Policies

AMMIC-ED-1: Investments in infrastructure and amenities create, retain, grow, and attract businesses important for Arlington and Snohomish County's long-term economic health.

AMMIC-ED-1.1: Create and sustain a distinctive competitive advantage as a significant employment center for the region and entire state of Washington.

AMMIC-ED-1.2: Build on existing strengths in the Aerospace industry cluster.

AMMIC-ED-1.3: Encourage employment growth in desired industry clusters such Advanced Manufacturing, Food Processing, Maritime, and Wood Products and Mass Timber Production.

AMMIC-ED-1.4: Use existing City programs to promote investment and growth.

AMMIC-ED-2: Partnerships and collaboration drive collective strategies for economic development in the AMMIC.

AMMIC-ED-2.1: Partner with local and regional stakeholders such as the Port of Everett, WSU, Economic Alliance of Snohomish County, the Tulalip tribe, and economic development agencies on regional economic development initiatives related to the industrial sector.

AMMIC-ED-2.2: Partner with the Economic Alliance of Snohomish County to market and recruit new businesses to the AMMIC and coordinate retention visits to Arlington companies.

AMMIC-ED-2.3: Continue to partner with the Department of Commerce on the Regulatory Roadmap Project, an online site selection tool that distills all local, regional, and state requirements into easy-to-understand checklists for gauging feasibility of sites for manufacturing facilities.

AMMIC-ED-2.4: Develop a marketing and communications strategy tailored to specific industry clusters that highlights local strengths, and the economic benefits of the MIC.

AMMIC-ED-2.5: Market opportunity sites for high-quality industrial development that implements the land use and economic vision of this Subarea Plan.

AMMIC-ED-2.6: Adopt an inter-local agreement with the City of Marysville that establishes the mechanism by which both jurisdictions will jointly plan for the long-term development of the AMMIC including a minimum employment capacity of 20,000 jobs.

AMMIC-ED-3: Robust workforce development programs support continued growth of the AMMIC.

AMMIC-ED-3.1: Connect local businesses with workforce development programs of regional organizations like the Snohomish County Workforce Development Council and others.

AMMIC-ED-3.2: Connect employers and residents with training and research resources focused on Aerospace and Advanced Manufacturing. These include:

AMMIC-ED-3.3: Partner with the WSU Center for Advanced Food Technology at the Port of Everett to support workforce development, and research and development related to food processing and food related manufacturing.

ARLINGTON FLY-IN

The Arlington Fly-In is a popular summer community event focused on aviation-oriented activities. Over 1,000 aircraft including powered parachutes, home built, classic, vintage and warbirds are present at the event.

Photo source: Christy Murray, Lynnwood Toursim.

AMMIC-ED-3.4: Work with AMMIC businesses to coordinate orientations and tours of manufacturing businesses for local School District teachers and career counselors to educate them about careers and pathways in advanced manufacturing.

AMMIC-ED-3.5: Collaborate with the Marysville School District, Arlington School District, Lakewood School District, Lake Stevens School District, Everett Community College, and AMMIC employers to create paid internship programs for students interested in jobs in Advanced Manufacturing, Aerospace Manufacturing, Food Processing, Maritime or Wood Products, and Mass Timber industries.

AMMIC-ED-4: Arlington sustains a high quality of life that supports the economic competitiveness of the AMMIC.

AMMIC-ED-4.1: Ensure that City zoning and plans allow a variety of housing opportunities and types to provide a broad range of housing choices to the local workforce.

AMMIC-ED-5: The AMMIC benefits from a business climate that encourages development and provides clarity and certainty to developers and property owners.

AMMIC-ED-5.1: Reach out to businesses in the AMMIC to understand their needs and concerns, any needed improvements to the City's development review processes, and business climate.

AMMIC-ED-5.2: Streamline application, review and approval processes for engineering, building, and planning permits for new development and expansion of existing businesses based on input and best practices.

1.5 PUBLIC FACILITIES & INFRASTRUCTURE

Context

In the Arlington portion of the MIC, most infrastructure is already in place and the City has begun planning for service in the underdeveloped portion of the portion, south of 172nd Street NE. As the AMMIC develops, infrastructure will need to be planned, designed, and built to support desired land use patterns and ensure facilities are provided consistent with targeted growth. The Snohomish County Public Utility District has been a partner in providing additional electrical capacity to the area with a new substation and distribution system that provide 99 MVA currently and 204 MVA in the near future. Comcast is putting in a higher speed internet network to serve the area enabling an increase in symmetrical speed up to 10 gigabits per second. Frontier Communications and Wave Business Solutions also serve the area. The Subarea Plan envisions public/private partnerships between the City, property owners and developers to obtain funding for capital facilities to realize the vision and serve and an incentive for economic development.

Goals & Policies

AMMIC-PF-1: The AMMIC is efficiently served by public services and infrastructure.

AMMIC-PF-1.1: Ensure that urban level facilities and services are provided prior to, or concurrent with private development. These services, include, but are not limited to, sanitary and storm sewers, water, police and fire protection, and roadways.

AMMIC-PF-1.2: Ensure that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.

AMMIC-PF-1.3: Require development to pay its fair share of costs toward infrastructure and public services.

AMMIC-PF-1.4: Seek opportunities to partner with the Port of Everett and other regional stakeholders for funding of infrastructure.

AMMIC-PF-1.5: Encourage coordination of public investments with private investments to ensure that the AMMIC is an attractive and feasible opportunity for new development.

AMMIC-PF-2: New development in Arlington does not adversely impact surface and ground water quality.

AMMIC-PF-2.1: Require industrial businesses to provide on-site pretreatment of wastewater to the City sewer system in compliance with applicable standards and regulations.

AMMIC-PF-2.2: Encourage property owners to retrofit their properties with green stormwater infrastructure best management practices.

AMMIC-PF-3: The AMMIC includes reliable and cost-effective utility services.

AMMIC-PF-3.1: Ensure utilities are available at the right levels of service to support the AMMIC's existing and planned development.

AMMIC-PF-3.2: Coordinate with utility providers to ensure that utility service plans are adequate to support planned growth and zoning capacity in the AMMIC and support the goals of the Subarea Plan.

AMMIC-PF-3.3: Update City Water, Sewer, and Stormwater comprehensive plans to reflect the latest plans for the AMMIC and ensure that primary public infrastructure is well planned and can be built incrementally if needed.

AMMIC-PF-3.4: Pursue outside funding, such as grants and loans when appropriate, to leverage City infrastructure investment.

5 IMPLEMENTATION

1.1 CAPITAL FACILITIES PLAN

Development of the AMMIC will require investments in infrastructure and capital facilities. Exhibits 6–8 show the total costs, by category, of the improvements needed to allow for development in the Subarea. It is important to note that these are point-in-time costs that assume this project is completed all at one time, in 2017 or 2018 dollars. As the work on the infrastructure is phased and completed, cost estimates will need to be updated to reflect inflation and the carrying costs based on phasing.

Some capital facilities expected in the AMMIC are related to new development. New development is expected to provide for these capital facilities through direct infrastructure construction and the payment of related fees and charges. The development of new capital facilities and infrastructure will be guided by City of Arlington plans, policies, and regulations as shown in the sections below.

Transportation

The City of Arlington maintains a Transportation Improvement Plan (TIP) that lists local transportation projects. Each year an updated TIP is submitted to the PSRC and the Washington State Department of Transportation (WSDOT) to ensure that projects eligible for federal and state funding can compete for funds. Projects listed on the TIP include motorized, non-motorized improvements, on-going maintenance projects, and projects to served new growth. In the most recent Arlington TIP (2018-2023) two projects appear on the list for the AMMIC. These projects include:

- 43rd Ave NE, 160th St NE to SR 531
- 51st Ave NE, 160th St NE to SR 531

In addition to the TIP, the Comprehensive Plan lists additional projects that will be needed to meet the needs of growth by 2035. These include:

- 173rd St NE (Phases 1-3A), Smokey Point Blvd to 51st Ave NE
- 47th Ave NE, SR 531 (172nd Street NE) to Airport Blvd

Some of the transportation facilities needed in the AMMIC will be constructed by the developer as development occurs. Title 20 of the Arlington Municipal Code specifies the standards and minimum requirements for the construction of streets and sidewalks. The City of Arlington intends to use its established traffic impact fees in place at the time of application as the mechanism to collect a fair share from development for the construction of the regional arterial streets. In addition, grant funding will also be applied for to help fund infrastructure. More information is available in the finance section of this plan.

Exhibit 6 Summary of AMMIC Transportation Improvements

IMPROVEMENT PROJECT	DESCRIPTION	JURISDICTION	COST EST. (MILLION $)	SOURCE
156th St NE Overcrossing	2 lane RR Overcrossing	Marysville	$12.4	INFRA Grant Application
Interstate 5 & 156th St NE Interchange	Single Pt Urban Interchange	WSDOT	$42.0	INFRA Grant Application
156th St NE/160th St NE/51st Ave NE	5 lanes/3lanes/3 lanes	Marysville	$21.0	INFRA Grant Application
SR 531 (172nd Ave NE), 43rd Ave NE to 67th Ave NE	5 lanes	WSDOT	$39.3	INFRA Grant Application
SR 531, 43rd Ave NE to Smokey Point Blvd	Eliminate left turn pockets, and install medians. Improve pedestrian and bicycle facilities. Signalize 40th Ave NE/SR 531.	WSDOT	$39.8	Arlington Transportation Element / Arlington 6-Year TIP
43rd Ave NE, 160th St NE to SR 531	3 lanes	Marysville/ Arlington	$8.0	INFRA Grant Application
51st Ave NE, 160th St NE to SR 531	3 lanes	Marysville/ Arlington	$8.0	INFRA Grant Application
173rd St NE (Phases 1-3A), Smokey Point Blvd to 51st Ave NE	New Corridor	Arlington	$3.83	Arlington Transportation Element / Arlington 6-Year TIP
47th Ave NE, SR 531 (172nd Street NE) to Airport Blvd	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits. Install right-in-right-out intersection control at intersection with SR 531.	Arlington	$0.65	Arlington Transportation Element / Arlington 6-Year TIP
		TOTAL	**$175.0**	

Note: The remaining roads/connections within the AMMIC would be developed with the properties.

Source: City of Arlington, 2018; City of Marysville, 2018; Transpo Group, 2018.

Utilities

The City of Arlington maintains comprehensive plans for wastewater, water, and stormwater utilities. These plans define city-wide utility improvement projects, including projects within the AMMIC. Arlington's plans for the expansion of each utility within the MIC are described below.

Wastewater

The City of Arlington provides wastewater service to the Arlington portion of the MIC. The City has accounted for MIC growth in evaluating its wastewater system requirements. Overall, the existing system has been extended through the developed areas of the Arlington portion of the MIC and lift station 2 was upgraded in 2017 to serve increased demand related to existing and future development. The City recently expanded its wastewater service area to include the portion of Arlington south of 172nd Street, east of 51st Avenue, and west of 43rd Avenue.

Exhibit 7 lists the six capital projects currently planned in the MIC between 2018 and 2035. This list includes capacity improvements that are scheduled for lift stations 4, 8, and 12 over the next 20 years and other conveyance improvements to accommodate increased demand related to new development, including extension of the trunk connectors east and west of lift station 12. The capacity of the planned conveyance improvements is generally expected to meet the demand of increased development in the study area; however, project refinement will be needed as redevelopment plans become more discrete. The City still needs to determine the funding strategy for extending the system into the underdeveloped portions of the MIC.

Exhibit 7 Summary of Arlington Wastewater Capital Projects within AMMIC

PROJECT NUMBER	YEAR PLANNED	PROJECT DESCRIPTION	COST EST. (THOUSANDS $)
F2	2025	Lift station 4 improvements	$800
F4	2031 – 2035	Lift station 8 improvements	$100
F6	2026 – 2030	Lift station 12 improvements	$200
P4	2018 – 2020	Primary interceptor improvements	$1,600
P6	2019 – 2020	Lift station 4 sewer drainage basin improvements	$300
P9	2023 – 2025	MIC, south of 172nd improvement focus area collection system expansion	$3,200
		TOTAL	**$6,200**

Estimates in 2016 $

Source: City of Arlington, 2018; Herrera, 2018.

Water

The City of Arlington provides water service to the Arlington portion of the MIC. The City has sufficient water supply and secured wholesale supplies to meet demand beyond 2035, and the City is pursuing additional water rights to meet long-term demands. The system was recently extended for the Airport Business Park. Exhibit 8 lists the 4 capital projects currently planned in the MIC between 2018 and 2035, including extension of the system into the undeveloped portions of the service area south of 172nd Street, as well as system upgrades to serve redevelopment. As with the wastewater utility, the City still needs to determine the funding strategy for extending the system into the underdeveloped portions of the MIC..

Exhibit 8 Summary of Arlington Water Capital Projects within AMMIC

PROJECT NUMBER	YEAR PLANNED	PROJECT DESCRIPTION	COST EST. (THOUSANDS $)
WM3	2024 – 2025	198th Place NE/Cemetery Road Water Main: Install new 12-inch ductile iron water main	$1,600
DF4	TBD	59th Avenue and Cemetery Road Industrial Improvements	$700
DF6	TBD	Northwest Airport 12-inch Water Main Loop: Install 12-inch water main within the light industrial zone	$700
WM5	2020 – 2021	South of 172nd Area MIC Water Main Expansion	$3,400
		TOTAL	**$ 6,400**

Estimates in 2017 $

Source: City of Arlington, 2018; Herrera, 2018.

Stormwater

The City of Arlington has completed many capital projects in the last 10 years to prepare for increased development, including culvert replacement projects to address flooding and fish passage concerns. Development projects in the MIC will require stormwater management facilities and physical conditions, such as poor infiltration rates and high groundwater, make stormwater management more challenging in the Arlington portion of the MIC south of 172nd Street. The City is considering the possibility of regional stormwater facilities in this area as it updates its stormwater comprehensive plan over the next year. In the northern portion of the MIC, recent redevelopment projects have successfully infiltrated stormwater on-site and the City expects that future developers will follow that same approach (i.e. onsite stormwater management). Specific stormwater projects within the Arlington portion of the MIC are not listed here because the Stormwater Comprehensive Plan is in the process of being updated.

Natural Environment

Wetlands & Streams

Portions of the MIC within the City of Arlington are adjacent to Edgecomb and Portage Creeks. Based on a desktop assessment, other undeveloped areas of the site have poor infiltration, shallow groundwater, mapped hydric soils, current agricultural land uses, and mapped wetlands (particularly areas south of 172nd St.), indicating the potential presence of additional wetlands on the site. Development planning in the MIC would benefit from a more thorough field assessment of wetland presence and an integrated evaluation of stream and wetlands preservation, stream realignment, and compensatory mitigation options. A better understanding of these factors would enable more effective planning and allow the development to comprehensively plan for, integrate, and optimize the management of environmental resources, rather than managing them on a project-by-project basis as development occurs.

1.2 FINANCE

Funding & Financing Tools for Subarea Development

This plan identifies funding and financing mechanisms that can be used to generate City revenues to fund and finance the improvements, either in total or just upfront, and, where developers are responsible for costs, but the City is funding the initial investment, recover funds from developers to refund the City's initial investment.

Funding & Financing Mechanisms (Beyond Existing Tools) to Support Expected City Contributions & Upfront Funding of Improvements

The following are sources of funding that Washington cities can use to pay for capital improvements

- **Real Estate Excise Tax (REET)**
- **Motor Vehicle Fuel Tax (MVFT)**
- **Bonds or Loans**
- **Transportation Benefit District and Local Improvement District**
- **Grants.** The following Federal and State grants can fund improvements, especially those related to transportation.
  - Community Development Block Grant (CDBG)

- Transportation Improvement Board (TIB)
- Pedestrian and Bicycle Program (PED-BIKE)
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Freight Mobility Strategic Investment Board (FMSIB)
- Better Utilizing Investments to Leverage Development (BUILD)
- Infrastructure for Rebuilding America (INFRA)

Funding & Financing Mechanisms to Recover Funds from Developers

- **State Environmental Policy Act Mitigation Fees.** SEPA grants wide-ranging authority to impose mitigating conditions relating to a project's environmental impacts. A local government's authority under SEPA to mitigate environmental impacts includes the authority to impose impact fees on a developer to pay for the mitigation of impacts on public facilities and services.
- **Property Owner and Developer Contributions.** In cases of large developments, the City may work with a developer to enter into a development agreement governing the development. This agreement can include obligations for the developer to pay for infrastructure necessary to support the development.
- **General Facility Charges.** These include charges paid to the City for utilities facilities.
- **Impact Fees.** These include fees for transportation facilities or other infrastructure.

6 ZONING & DEVELOPMENT STANDARD RECOMMENDATIONS

1.3 INDUSTRIAL DESIGN STANDARDS

The City of Arlington utilizes elements of Form Based Code in its Design Standards for all new development. Below is an outline of key provisions for industrial center design criteria.

1. Site Planning

1a. **Relationship to Street Front.** The primary entrance to all buildings, typically the office or reception area associated with the business, should be positioned as close to the street frontage as possible so that the building provides an inviting presence and emphasizes the design elements of the structure. Onsite parking should be oriented to the sides or rear of the building so as to not obstruct the site line of the entryway. The frontage should also incorporate landscaping and other elements to enhance the buildings appeal, such as special lighting and artwork.

1b. **Pedestrian Circulation—Site Planning.** Ensure good pedestrian routes between buildings, streets, parking etc. This section covers location and Section 2a below covers design aspects such as width, materials, etc.

1c. **Vehicular Access and Circulation.** Location and configuration.

1d. **Loading, Service Areas and Mechanical Equipment.** Building and site design should incorporate elements that eliminate or effectively screen these areas from visibility

1e. **Stormwater Facility Planning.** Low Impact Design (LID) is required to be utilized whenever feasible for new development. This provision primarily is to identify opportunities to combine SWM facilities with landscaping and environmental enhancement measures.

1f. **Site Planning for Security.** Incorporate CPTED principles whenever possible.

1g. **Unifying Site Planning Concept.** This provision requires that the proponent integrate the above requirements and considerations into an efficient and logical site plan that incorporates pedestrian circulation and landscaping as unifying elements, takes advantage of special on-site features, and provides for the efficient circulation of all modes of transportation.

An example of a unified site plan illustrating requirements of (1g).

2. Site and Roadway Design Elements

2a. **Internal Pedestrian Paths and Circulation.** Size and design of connections between buildings, site features, parking areas and roadways should be designed in a logical manner that considers the pedestrians needs and convenience. A width of five feet shall be the minimum for all walkways, but wider widths should always be considered.

2b. **Streetscape Elements.** Streetscapes are vital in creating an attractive and functional environment for all manufacturing/industrial areas by providing some scale to the larger footprint buildings typically associated with industrial uses and by providing essential screening and greenspace between the public realm and the industrial uses. Lighting is also an essential part of the streetscape by providing safe illumination of the public way and also provides aesthetic interest when ornamental lighting is utilized.

2c. **Site Landscaping.** This must be coordinated with landscaping in the code's development standards for landscaping and critical area protection, but it might include provisions for a signature landscape palette to unify the area or special requirements to enhance entries, etc. this section could also include provisions for enhancing natural features such as stream corridors and providing some useable open space for recreation opportunities for workers.

2d. **Parking Area Design and Landscaping.** Parking facilities should be evaluated carefully for need and capacity then designed accordingly, as they incorporate a large percentage of a sites impervious area, requiring larger drainage facilities and additional long term maintenance costs. Arlington's Development Code requires a minimum of 20% shading of parking areas to

address the impacts of the heat island effect caused by large expanses of impervious areas. Parking areas should be oriented to the sides or rear of the buildings, while still considering design aspects such as pedestrian access, ADA requirements, and landscaping to the code's dimensional standards in the overall design.

An industrial scaled entrance—enhanced by details, lighting landscaping and materials—illustrating requirements of 3f.

3. Building Design

3a. **Building Design—Character.** Building form is extremely important in the Arlington portion of the AMMIC, as it is centrally located within the city and borders established neighborhoods. Manufacturing uses can be compatible with existing uses and attractive building design can allow those uses to be indistinguishable from one another.

3b. **Human Scale Elements.** Human scale design is essential in Arlington's design requirements since they require businesses to orient as close to the Right of Way as possible. This creates a more urban feel and appearance to the new development within the AMMIC.

3c. **Architectural Scale.** Arlington's Design Standards require emphasis on building articulation—such as visually breaking up a building façade into intervals by including repetitive features (e.g., broken rooflines, chimneys, entrances, distinctive window patterns, street trees, and different materials) in addition to modulation (stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls).

3d. **Materials.** The use of a variety of materials is allowed in the Design Standards, with an emphasis on use of materials that represent northwest styling.

3e. **Blank walls.** Large blank walls shall be addressed in a variety of ways, including modulation, articulation, glazing, use of differing materials, and landscaping.

3f. **Building Entrances.** Entrances are very important to the perception of quality in industrial settings, as they are the first thing you see when entering a site. An attractive entrance presents that first impression that the business takes pride in its appearance and pays close attention to quality and detail.

4. Lighting

4a. **Site Lighting.** Careful attention to site lighting not only provides for safe efficient lighting of the site, but can also add significant aesthetic value to the site.

5. Signage

5a. **Site Signage.** Must coordinate this with the sign code. Sometimes, but not always, it makes sense to standardize sign size and placement.

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APPENDICES

Appendix A Existing Conditions Report

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APPENDIX A EXISTING CONDITIONS REPORT

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ORDINANCE NO. 2019--XXX

AN ORDINANCE OF THE CITY OF ARLINGTON, WASHINGTON, ADOPTING THE ARLINGTON-MARYSVILLE MANUFACTURING INDUSTRIAL CENTER SUBAREA PLAN, 2018 COMPREHENSIVE PLAN AMENDMENT, PLN #491.

WHEREAS the City of Arlington is required to plan under RCW 36.70A.040; and

WHEREAS, the City of Arlington has the authority to review and update the Comprehensive Plan and the development regulations which implement it; and

WHEREAS, the City's Community & Economic Development staff, Planning Commission, and City staff discussed and recommended proposed revisions they concluded were needed to comply with Chapter 36.70A RCW; and

WHEREAS, the City of Arlington Planning Commission reviewed the proposed adoption of the Arlington-Marysville Manufacturing Industrial Center Subarea Plan, 2018 Comprehensive Plan Amendment, PLN #491, and conducted a public hearing on April 16, 2019 to receive public comments on the proposed revisions to the comprehensive plan; and

WHEREAS, based on its review of the requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared, and the public comments received, the Planning Commission recommended approval to the City Council; and

WHEREAS, the City Council held a public workshop on the proposed plan on April 22, 2019; and considered the matter at its May 6, 2019 regular meeting; and

WHEREAS, based on its review of the requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared by their Boards and Commissions and staff, and the public comments received, the City Council finds and declares that the review and needed revisions have been prepared in conformance with applicable law, including Chapter 36.70A RCW, Chapter 43.21C RCW, and the approved public participation and adoption process;

NOW, THEREFORE, the City Council makes the following findings in support of the Arlington-Marysville Manufacturing Industrial Center Subarea Plan 2018 Comprehensive Plan Amendment, File no. PLN #491:

1. RCW 39.70A0130(2) allows for the adoption of sub-area plans outside of the docket period, provided the appropriate environmental review has occurred under RCW 43.23C. The relevant review has been completed.
2. Well attended public meetings were held on April 4 and October 16, 2018. At those meetings, information was disseminated, and input sought which would inform the development of the sub-area plan.
3. The draft Arlington-Marysville manufacturing Industrial Sub-area plan was

presented and discussed at the November 6th planning Commission workshop.
4. The Sub-area plan and Existing Conditions Report were presented and discussed at the November 20th Planning Commission meeting.
5. Snohomish County has already recognized the Arlington-Marysville manufacturing Industrial Center; the proposed new comprehensive Plan Sub-area plan will allow the City to continue the application process with PSRC for regional recognition of the Center.
6. The Sub-area plan is consistent with both County planning policies and goals as well as PSRC's Vision 2040 policies.

NOW, THEREFORE, the City Council of the City of Arlington does hereby ordain as follows:

Section 1. The City approves and incorporates by reference in its Comprehensive Plan the City of Arlington Arlington-Marysville Manufacturing Industrial Center Subarea Plan October, 2018 Draft prepared by Berk Consulting.

Section 2. Section 1.4 of the Arlington Comprehensive Plan is hereby modified to read as follows:

1.4 DOCUMENTS ADOPTED BY REFERENCE

The City of Arlington Comprehensive Plan incorporates by reference the following documents:

- 2005 Arlington GMA Comprehensive Plan, except as otherwise amended by the 2015 Update.
- Arlington/ Marysville Manufacturing Industrial Center Subarea Plan
- West Arlington Subarea Plan.
- Arlington Water Systems Plan.
- Arlington Sewer Systems Plan.
- Arlington 2016 Transportation Plan.
- Stillaguamish Valley Economic Development Plan.
- Snohomish County Countywide Planning Policies, June 2013.
- Multi-County Planning Policies.
- City of Arlington Comprehensive Plan Introduction
- 1-5 SEPTEMBER 2017
- PSRC Vision 2040.
- PSRC Transportation 2040.
- Updated Regional Transportation Demand Management Action Plan.
- Updated Transportation 2040 financial strategy.
- Coordination with planned Community Transit services.
- Coordination with Sound Transit planning.
- Puget Sound Cleans Air Agency Growth Management Policies.

- Regional Open Space Strategy.
- International Building Codes, including Fire Code.
- Puget Sound Water Quality Management Plan.
- NPDES Phase II Stormwater permit.
- 2012 Stormwater Management Manual for Western Washington.
- Lakewood School District Capital Facilities Plan.
- Arlington School District Capital Facilities Plan.
- Snohomish County UGA Land Capacity Analysis Technical Report, June 10, 2015

The documents listed will have direct influence on decision-making where provisions are prescriptive. Where advisory only, the documents will be balanced with other policies, regulations and priorities.

Section 3. Ordinance to be Transmitted to Department. Pursuant to RCW 36.70A.106 a copy of this Ordinance shall be transmitted to the Washington Department of Commerce as required by law.

Section 4. Severability. If any provision, section, or part of this ordinance shall be adjudged to be invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

Section 5. Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

PASSED BY the City Council and APPROVED by the Mayor this 6th day of May, 2019.

CITY OF ARLINGTON

_____

Barbara Tolbert, Mayor

Attest:

_____

Erin Keator, City Clerk

Approved as to form:

_____
Steven J. Peiffle
City Attorney